

1-29. (CANCELED)

30. (NEW) A final drive for propelling a vehicle wheel, the drive comprising:  
a vehicle wheel with a rim (12) defining a wheel rotational axis;  
a drive motor (1) having a rotational drive axis offset with respect to the wheel rotational axis, and the drive motor (1) driving the vehicle wheel via reduction gears (3, 11);

a disk brake (15) situated within the rim (12) for braking rotation of the vehicle wheel, and the disk brake (15) being actuated by actuation mechanism (23);

wherein the reduction gears (3, 11) comprises first and second reduction gear sets (3, 11) which are located adjacent one another, the disk brake (15) is located between the drive motor (1) and the first and second reduction gears (3, 11), and the disk brake (15) forming a stop which limits further insertion of the drive motor (1) within the rim (12).

31. (NEW) The final drive according to claim 30, wherein the actuation mechanism (23) also limits further insertion of the drive motor (1) within the rim (12).

32. (NEW) The final drive according to claim 30, wherein a wheel bearing (13) radially circumscribes the first reduction gear (3) for facilitating rotation of the vehicle wheel.

33. (NEW) The final drive according to claim 30, wherein the second reduction gear set (11) is a planetary gear set having a sun gear, a ring gear and a plurality of planet gears.

34. (NEW) The final drive according to claim 30, wherein a mounting pad (6) for the drive motor (1) is located along an active load line (7) and separates the first and second reduction gear sets (3, 11) from the drive motor (1).

35. (NEW) The final drive according to claim 30, wherein the drive motor (1) includes a housing (4) and radial forces act upon housing (4).

36. (NEW) The final drive according to claim 30, wherein the drive motor (1) is an electromotor.

37. (NEW) The final drive according to claim 30, wherein a seal (8) is situated between a hub carrier (5) and a wheel hub (9) integral with the brake disk (15).

38. (NEW) The final drive according to claim 36, wherein a fixed ring gear (14) of the second reduction gear set (11) is carried by a hub carrier (5) which is also radially circumscribed by the wheel bearings (13).

40. (NEW) The final drive according to claim 30, further comprising a wheel hub (9) having exterior fins (16) which, upon rotation of the wheel hub (9), induces flow of a cooling medium which is directed toward at least the disc brake (15) to facilitate cooling thereof.

41. (NEW) The final drive according to claim 30, wherein the drive motor (1) is hydraulically cooled.

42. (NEW) The final drive according to claim 30, wherein a ring gear (14) of the second reduction gear (11), a rotatably fixed hub carrier (5), a wheel bearing (13) and a seal (18) are all combined with one another to form a single assembly unit.

43. (NEW) The final drive according to claim 30, wherein an input shaft (2) of the first reduction gear (3) has a winding recess which supplies lubricant to a motor bearing (20) upon rotation of the input shaft (2).

CI 44. (NEW) The final drive according to claim 30, wherein an input pinion of the first reduction gear (3) meshes a ring gear of the first reduction gear (3) and at least two intermediate wheels of the first reduction gear (3).

45. (NEW) The final drive according to claim 30, wherein the wheel bearing (13) is a skewed bearing.

46. (NEW) The final drive according to claim 30, wherein the wheel bearing (13) comprises a pair of adjacent tapered bearings.

47. (NEW) A final drive for propelling a vehicle wheel, the drive comprising:  
a drive motor (1) having an shaft extending along a drive axis, the shaft driving a first and second reduction gear set (3, 11);

a wheel driven by the first and second gears set (3, 11) rotates about a wheel axis, the drive axis is offset with respect to the wheel axis; and

a disk brake (15) is actuated by an actuation mechanism for braking the wheel, the brake disk being located within a rim (12) of the wheel;

the first and second reduction gears sets (3, 11) are located adjacent each other and the disk brake (15) is placed between the drive motor (1) and the first and second reduction gears (3, 11), a length of the drive motor (1) extending within the rim (12) of the wheel is limited by the disk brake (15) and the actuation mechanism (23).

48. (NEW) A final drive for propelling a vehicle wheel, the drive comprising:

a vehicle wheel with a rim (12) defining a wheel rotational axis;

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a drive motor (1) having a rotational drive axis offset with respect to the wheel rotational axis, and the drive motor (1) driving the vehicle wheel via reduction gears (3, 11);

a disk brake (15) located within the rim (12) for braking rotation of the vehicle wheel, the disk brake (15) defining a brake plane extending normal to the wheel rotational axis, and the disk brake (15) being actuated by actuation mechanism (23);

wherein the reduction gears (3, 11) comprises first and second reduction gear sets (3, 11), and the drive motor (1) is located on one side of the brake plane while the first and second reduction gear sets (3, 11) are located on an opposite side of the brake plane.

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